



EL DORADO TRANSIT

EL DORADO COUNTY TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING AGENDA

Thursday, October 1, 2020; 1:00 PM

Chairperson: John Hidahl, County of El Dorado Supervisor, District I
Vice Chairperson: Kara Taylor, City of Placerville Councilmember
Mark Acuna, City of Placerville Councilmember
Shiva Frentzen, County of El Dorado Supervisor, District II
Brian Veerkamp, County of El Dorado Supervisor, District III

- Patty Borelli, Alternate for City Councilmembers
- Lori Parlin, Alternate for Board of Supervisors, District IV

Executive Director: Matthew Mauk

These meetings will be conducted pursuant to the provisions of California Executive Order N-29-20, which suspends certain requirements of the Ralph M. Brown Act to allow for greater flexibility in conducting public meetings via teleconferencing and allowing public participation telephonically. These measures will only apply during the period in which state or local public health officials have imposed or recommended social distancing measures.

Members of the public may call in during the meeting and are encouraged to submit public comment via email to mwilcher@eldoradotransit.com up until the start of the meeting. Written comments will be entered into the meeting's minutes and the Board will consider all comments at the appropriate time. Members of the public may address any item on the agenda prior to board action, comments will be limited to no more than three (3) minutes.

If you are joining the meeting via computer and wish to make a comment on an item, press the "raise a hand" button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The board secretary will call you by the last three digits of your phone number when it is your turn to comment.

Participate by Computer:

<https://us02web.zoom.us/j/833772503>

Participate by Phone:

1-669-900-6833

Meeting ID: 833-772-503

Passcode: 2020

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

CEREMONIAL ITEMS

PAGE

- A. Adopt the attached Proclamations in Recognition and Appreciation of Retiring Transit Employees 4

ROLL CALL

ADOPTION OF AGENDA AND APPROVAL OF CONSENT CALENDAR

The Board may make any necessary additions, deletions or corrections to the agenda including moving items to or from the Consent Calendar and adopt the agenda with one single vote. A Board member may request an item to be removed from the Consent Calendar for discussion and possible action, and the item will be moved from Consent and heard as a separate item. Any member of the public may ask to address an item on the Consent Calendar prior to Board action.

OPEN FORUM

At this time, any person may comment on any item that is not on the agenda. Please state your name and address for the records. Action will not be taken on any item that is not on the agenda. Please limit your comments to no more than three (3) minutes. Please give any written material presented at the meeting to the clerk for public record.

1.	<u>CONSENT CALENDAR</u>	<u>PAGE</u>
	A. Approve Conformed Minutes of Regular Meeting September 3, 2020	13
	B. Receive and File August 2020 Check Registers	17
	C. Receive and File August 2020 Ridership Reports	20
	D. Approve Designation of Surplus Property as Per Itemized Property Inventory List	24
	E. Approve Revised Blanket Purchase Order to Squeaky Clean in an amount not to exceed \$50,000 for Fiscal Year 2020/21	27
	F. Adopt Resolution No. 20-25 Authorizing the Executive Director to Claim Transportation Development Act funds from the Fiscal Year 2019/20 State of Good Repair program	29
2.	<u>ACTION ITEMS</u>	
	A. 1. Authorize the donation of surplus Vehicle No. 0707 to the El Dorado County Sheriff's Office	32
	2. Direct staff to open a competitive application process for donation of up to nine (9) surplus demand-response vehicles to local non-profit organizations or government entities that provide transportation to El Dorado County residents	

2. ACTION ITEMS CONTINUED PAGE

B. 1. Receive and File a Service Analysis Report from LSC Transportation Consultants on an Express Commuter Service to South Lake Tahoe 34

2. Direct the Executive Director to Finalize an Implementation Plan and Establish Fare Collection Tools for an Express Commuter Service to South Lake Tahoe in Partnership with the Capital Corridor Joint Powers Authority (CCJPA)

3. Direct the Executive Director to Finalize a Draft Memorandum of Understanding with the CCJPA for Board Review and Approval at a Future Board Meeting

2. INFORMATION ITEMS

A. Newsletter 48

EXECUTIVE DIRECTOR REPORT *

BOARD MEMBER COMMENTS *

ADJOURNMENT

* Verbal Report

NEXT REGULARLY SCHEDULED BOARD MEETING
OF THE EL DORADO COUNTY TRANSIT AUTHORITY

Thursday, November 5, 2020 1:00 P.M.

Zoom Meeting Teleconference

<https://us02web.zoom.us/j/833772503>

1-669-900-6833

Meeting ID: 833-772-503

Password: 2020

AGENDA ITEM
Ceremonial Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Matthew Mauk, Executive Director
SUBJECT: Recognizing Retiring Transit Employees

REQUESTED ACTION:
BY MOTION,

Adopt the attached Proclamations in Recognition and Appreciation of Retiring Transit Employees

DISCUSSION

In part to aid the El Dorado County Transit Authority (El Dorado Transit) in its response and recovery from impacts of the COVID-19 pandemic, a number of long time employees have chosen to retire from their service at the agency over the recent months. We are proud of their demonstrated commitment to providing safe, compassionate, and courteous service to our passengers and grateful for their considerable dedication to the organization over the years.

Staff strongly recommends the Board adopt the attached Proclamations acknowledging El Dorado Transit's sincere appreciation for the service of the following eight (8) recently retired or retiring employees:

- ❖ **Bill Ferrill**, Maintenance Technician, 16 years and 3 months
- ❖ **Brenda Wilson**, Transit Dispatcher, 7 years
- ❖ **Deana Easterwood**, Transit Dispatcher, 26 years and 6 months
- ❖ **Denyse Provost**, Transit Operator, 23 years and 3 months
- ❖ **Jeff Vernon**, Transit Operator, 5 years and 7 months
- ❖ **Jim Hunt**, Transit Operator, 9 years and 11 months
- ❖ **Sean Havercroft**, Equipment Technician II, 16 years and 2 months
- ❖ **Tom House**, Transit Operator, 19 years and 10 months

On behalf of their colleagues, we thank them for their outstanding service to the El Dorado County Transit Authority and extend our best wishes in all their future endeavors.



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Bill Ferrill**, Maintenance Technician,
for his 16 years and 3 months of outstanding public service.

WHEREAS, Bill Ferrill has dedicated himself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Bill Ferrill has elected to retire from his position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Bill Ferrill has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Bill Ferrill for his outstanding service and extends its best wishes in all his future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

**of the Board of Directors
of the El Dorado County Transit Authority**

Recognizing **Brenda Wilson**, Transit Dispatcher,
for her 7 years of outstanding public service.

WHEREAS, Brenda Wilson has dedicated herself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Brenda Wilson has elected to retire from her position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Brenda Wilson has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Brenda Wilson for her outstanding service and extends its best wishes in all her future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Deana Easterwood**, Transit Dispatcher,
for her 26 years and 6 months of outstanding public service.

WHEREAS, Deana Easterwood began her career as a Transit Operator with the El Dorado County Transit Authority in January 1994, and

WHEREAS, Deana Easterwood has dedicated herself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Deana Easterwood has elected to retire from her position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Deana Easterwood has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Deana Easterwood for her outstanding service and extends its best wishes in all her future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Denyse Provost**, Transit Operator,
for her 23 years and 3 months of outstanding public service.

WHEREAS, Denyse Provost has dedicated herself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Denyse Provost has elected to retire from her position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Denyse Provost has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Denyse Provost for her outstanding service and extends its best wishes in all her future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Jeff Vernon**, Transit Operator,
for his 5 years and 7 months of outstanding public service.

WHEREAS, Jeff Vernon has dedicated himself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Jeff Vernon has elected to retire from his position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Jeff Vernon has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Jeff Vernon for his outstanding service and extends its best wishes in all his future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Jim Hunt**, Transit Operator,
for his 9 years and 11 months of outstanding public service.

WHEREAS, Jim Hunt has dedicated himself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Jim Hunt has elected to retire from his position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Jim Hunt has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Jim Hunt for his outstanding service and extends its best wishes in all his future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Sean Havercroft**, Equipment Technician II,
for his 16 years and 2 months of outstanding public service.

WHEREAS, Sean Havercroft has dedicated himself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Sean Havercroft has elected to retire from his position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Sean Havercroft has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Sean Havercroft for his outstanding service and extends its best wishes in all his future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



PROCLAMATION

of the Board of Directors
of the El Dorado County Transit Authority

Recognizing **Tom House**, Transit Operator,
for his 19 years and 10 months of outstanding public service.

WHEREAS, Tom House has dedicated himself to ensuring the highest level of service to the community while employed by the El Dorado County Transit Authority, and

WHEREAS, Tom House has elected to retire from his position with El Dorado County Transit Authority; and

WHEREAS, we, as members of the El Dorado County Transit Authority wish to extend our utmost appreciation for the work that Tom House has provided.

NOW THEREFORE BE IT PROCLAIMED that the El Dorado County Transit Authority Board of Directors recognizes and acknowledges Tom House for his outstanding service and extends its best wishes in all his future endeavors.

PASSED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of the Board held on the 1st day of October 2020.

Attest:

Megan Wilcher, Secretary to the Board

John Hidahl, Chairperson



EL DORADO TRANSIT

EL DORADO COUNTY TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING AGENDA

Thursday, September 3, 2020; 1:00 PM

Chairperson: John Hidahl, County of El Dorado Supervisor, District I
Vice Chairperson: Kara Taylor, City of Placerville Councilmember
Mark Acuna, City of Placerville Councilmember
Shiva Frentzen, County of El Dorado Supervisor, District II
Brian Veerkamp, County of El Dorado Supervisor, District III

- Patty Borelli, Alternate for City Councilmembers
- Lori Parlin, Alternate for Board of Supervisors, District IV

Executive Director: Matthew Mauk

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<https://us02web.zoom.us/j/833772503>

Participate by Phone:

1-669-900-6833

Meeting ID: 833-772-503

Passcode: 2020

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Hidahl called the meeting to order at 1:00 PM and the pledge of allegiance was recited.

CEREMONIAL ITEMS

- A. Certificate of appreciation presentation to outgoing El Dorado County Transportation Commission Executive Assistant Joni Rice**

Ceremonial item only. No action taken.

ROLL CALL

Directors Present: Mark Acuna, John Hidahl, Lori Parlin, Kara Taylor, Brian Veerkamp

ADOPTION OF AGENDA AND APPROVAL OF CONSENT CALENDAR

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M/S: Veerkamp/Acuna
Ayes: Acuna, Hidahl, Parlin, Taylor, Veerkamp

OPEN FORUM

None

1. CONSENT CALENDAR

- A. Approve Conformed Minutes of Regular Meeting July 9, 2020**
- B. Receive and File June and July 2020 Check Registers**
- C. Receive and File May, June and July 2020 Ridership Reports**
- D. 1. Receive and File Quarterly Investment Report for Quarter Ending 6/30/2020**
 - 2. Review Annual Interest Reports for all Operating and Restricted Capital Funds**
- E. Adopt Resolution No. 20-24 defining agency contributions for health premium benefits for unrepresented regular and management employees for Calendar Year 2021**

- F. Approve Designation of Surplus Property as Per Itemized Property Inventory List
- G. Adopt Resolution No. 20-23 Authorizing the Executive Director to Claim Revised Transportation Development Act (TDA) Funds for Fiscal Year 2020/21
- H. Approve the Biennial Conflict of Interest Code Review and direct staff to provide a written statement to the code reviewing body
- I. Approve Funding of Operating Reserve utilizing Bike Locker, Advertising and Miscellaneous revenue accounts for Fiscal Year 2019/20

2. **ACTION ITEMS**

- A. Receive and File the El Dorado County Transit Authority Workers Compensation Trending Report

Action: Receive and File only. No action taken.

- B. 1. Form an ad hoc Audit Review Committee to receive and review Fiscal Year 2019/20 independent fiscal and compliance audit reports
- 2. Appoint Chair and Vice-Chair as members to the Audit Review Committee

Action: The Board unanimously approved the formation of an ad hoc Audit Review Committee and appointed Chair Hidahl and Vice Chair Taylor as members.

M/S: Acuna/Veerkamp
Ayes: Acuna, Hidahl, Parlin, Taylor, Veerkamp

- C. 1. Receive and File the Final Proposed Amended Operating Budget for Fiscal Year 2019/20
- 2. Authorize the transfer of \$943,000 in State Transit Assistance funds from the Operating Budget into the Capital program
- 3. Acknowledge the budget amount of \$1,409,540 in deferred Local Transportation Funds

Action: Item 2C was approved as requested by staff.

M/S: Acuna/Taylor
Ayes: Acuna, Hidahl, Parlin, Taylor, Veerkamp

EXECUTIVE DIRECTOR REPORT *

BOARD MEMBER COMMENTS *

* Verbal Report

RECESS TO CLOSED SESSION

Closed Personnel Session Pursuant to Government Code Section 54957.6 – Concerning Labor Negotiations with the Transit Operator’s Bargaining Unit. The designated representatives for the El Dorado County Transit Authority are Executive Director Matthew Mauk and Legal Counsel Michael Tucker

Recessed to Closed Session at 1:41 PM

RECONVENE TO OPEN SESSION AND CLOSED SESSION REPORTS

Reconvened to Open Session at 1:52 PM. No report out.

ADJOURNMENT

Chairperson Hidahl adjourned the meeting at 1:53 PM. The next regularly scheduled meeting is October 1, 2020.

Respectfully Submitted,

**Megan Wilcher
Secretary to the Board**

AGENDA ITEM 1 B
Consent Item

MEMORANDUM

DATE: **October 1, 2020**

TO: **El Dorado County Transit Authority**

FROM: **Julie Petersen, Finance Manager**

SUBJECT: **Receive and File August 2020 Check Register**

REQUESTED ACTION:
BY MOTION,
 Receive and File August 2020 Check Register

BACKGROUND

The following check register includes routine transactions for the month of August 2020. These expenditures fall within budgets adopted by the El Dorado County Transit Authority Board of Directors.

DISCUSSION

Three (3) items merit further detail:

Check #34553 – Creative Bus Sales.....\$14,037.85
This check pays an obligation for driver barriers for COVID-19 safety response measures using Local Transportation Funds (LTF).

Check #34588 – Employment Development Department.....\$23,053.99
This warrant pays the obligation for unemployment insurance – reimbursable account using Local Transportation Funds (LTF).

Check #34589 – Gillig LLC.....\$487,389.19
This check pays an obligation for the replacement of one (1) Local Route Bus using Federal Transit Administration (FTA) Section 5307, FTA Section 5339 and State Transit Assistance (STA) funds; CIP Project # 18-04.

EL DORADO COUNTY TRANSIT AUTHORITY
Check Register
August 2020

Date	Num	Name	Memo	Amount
08/03/2020	EFT TRANS	CalPERS - HEALTH BENEFIT SERVICE DIVISION	Medaical Premium - August 2020	39,620.78
08/04/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	Monthly Unfunded Liability FY 2020/21 - Classic	23,227.69
08/05/2020	34542	3D DATACOM	Surveillance System Maintenance	842.00
08/05/2020	34543	ABSOLUTE GLASS INC	Windshield Replacement	217.06
08/05/2020	34544	AFTERMARKET PARTS CO LLC	Parts & Supplies	4,860.37
08/05/2020	34545	AUTOZONE	Parts & Supplies	3,513.25
08/05/2020	34546	BUS & EQUIPMENT REPAIR OF CA	Parts & Supplies	1,314.29
08/05/2020	34547	C & H MOTOR PARTS	Parts & Supplies	183.63
08/05/2020	34548	CAL.NET	Internet CCTV Service at Missouri Flat Bus Stop - July 2020	176.92
08/05/2020	34549	CALIFORNIA STEAM INC	Valve Diverter w/Air Actuator - Filtration System	1,476.08
08/05/2020	34550	CAPITOL CLUTCH & BRAKE	Parts & Supplies	594.65
08/05/2020	34551	CDW GOVERNMENT	WatchGuard Security Suite 3-Year Renewal	3,874.66
08/05/2020	34552	CELL ENERGY	8D Battery #1705	427.12
08/05/2020	34553	CREATIVE BUS SALES	Driver Barriers for #s 1502-1504, 1601-1607, 1901-1911	14,037.85
08/05/2020	34554	DAWSON OIL	Fuel Purchases - July 2020	24,229.70
08/05/2020	34555	EL DORADO DISPOSAL	Monthly Utility	337.04
08/05/2020	34556	EMP. MISC. REIMBURSEMENT	Reimbursement for Overpayment - Cash Fare	9.00
08/05/2020	34557	FACTORY MOTOR PARTS	Parts & Supplies	1,282.79
08/05/2020	34558	FASTENAL	Shop & Covid Supplies	3,413.45
08/05/2020	34559	FLEMING DISTRIBUTING CO.	Additives for PM Services	344.48
08/05/2020	34560	FOLSOM LAKE DODGE	Parts & Supplies	3,553.31
08/05/2020	34561	GCR TIRES & SERVICE	Fleet Vehicle Tires	6,493.64
08/05/2020	34562	GILLIG LLC	Parts & Supplies	2,761.13
08/05/2020	34563	J. C. NELSON SUPPLY CO.	Disinfectant - Covid Supplies	248.12
08/05/2020	34564	KIMBALL MIDWEST	Air Grease Gun Gauge & Coupler	100.45
08/05/2020	34565	KINETICO WATER OF PLACERVILLE	Drinking Water Service - August 2020	42.90
08/05/2020	34566	MAG LANDSCAPING INC	Landscaping Maintenance - July 2020	1,010.00
08/05/2020	34567	MISSION UNIFORM SERVICE	Uniforms, Towels, & Mats Service	245.36
08/05/2020	34568	NORTH MACHINE SHOP	Bulk Iron	36.29
08/05/2020	34569	NORTHSTAR BATTERY COMPANY LLC	NSB100FT Batteries for Radio System	1,187.35
08/05/2020	34570	O'REILLY AUTO PARTS	Parts & Supplies	603.15
08/05/2020	34571	PACIFIC GAS & ELECTRIC	Monthly Utility	2,897.10
08/05/2020	34572	RIEBES AUTO PARTS	Parts & Supplies	162.38
08/05/2020	34573	ROBERTS & COMPANY INC	CPA Services - July 2020	255.00
08/05/2020	34574	RON DUPRATT FORD	Parts & Supplies	120.87
08/05/2020	34575	RTS IT INC	ITCare Gold Service Plan	4,722.50
08/05/2020	34576	SQUARERIGGER SOFTWARE	SQ.7 Annual Maintenance Agreement	1,801.00
08/05/2020	34577	SQUEAKY CLEAN	Interior Fogging and Disinfecting in Buses & Missouri Flat Stop	2,422.00
08/05/2020	34578	STEVE STYMEIST COLLISION CNTRS	Repairs #1703	15,000.00
08/05/2020	34579	STEVE STYMEIST COLLISION CNTRS	Repairs to Upper Right Rear Section of Bus #1706	11,614.55
08/05/2020	34580	TK SERVICES INC	Parts & Supplies	3,509.66
08/05/2020	34581	TOWN CENTER EAST LP	Lease Payment for August 2020 P&R	700.00
08/05/2020	34582	TRUE VALUE HARDWARE	Parts & Supplies	192.67
08/05/2020	34583	VAN DE POL ENTERPRISES INC	Bulk Gear Oil & DEF	628.97
08/05/2020	34584	VERIZON WIRELESS	Cellular Service - July 2020	1,634.66
08/05/2020	34585	WESTERN TRUCK PARTS LLC	Parts & Supplies	1,306.62
08/05/2020	34586	ZEP MANUFACTURING CO.	Bus Cleaning Supplies	559.33
08/18/2020	34587	EDC RISK MANAGEMENT	Health Insurance August 2020	2,452.30
08/18/2020	34588	EMPLOYMENT DEVELOPMENT DEPARTMENT	UI Benefit Charges	23,053.99
08/18/2020	34589	GILLIG LLC	1 - 35" Gillig Low Floor Buses	487,389.19
08/24/2020	EFT TRANS	CalPERS 457 DEFERRED COMPENSATION PROGRAM	PAY DATE AUGUST 7, 2020	4,048.48
08/24/2020	EFT TRANS	CalPERS 457 DEFERRED COMPENSATION PROGRAM	PAY DATE AUGUST 21, 2020	4,049.91
08/24/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	PR #16 CLASSIC	10,390.58
08/24/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	PR #16 PEPRA	7,102.44
08/24/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	PR #17 CLASSIC	10,510.79
08/24/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	PR #17 PEPRA	6,820.66
08/24/2020	34590	ADM SCREENING	DMV Physicals & DOT Screening - July 2020	530.00
08/24/2020	34591	AFLAC	Employee Paid Premiums - August 2020	1,206.46
08/24/2020	34592	AMERICAN HERITAGE LIFE INSURANCE COMPANY	Employee Paid Premiums - August 2020	110.46
08/24/2020	34593	AT&T / CALNET	Monthly Utility	438.10
08/24/2020	34594	CAL.NET	CCTV Internet Access at Missouri Flat - August 2020	176.92
08/24/2020	34595	CITY OF PLACERVILLE	Background Check - SG	20.00
08/24/2020	34596	COMCAST	High-Speed Internet - August 2020	244.69
08/24/2020	34597	ECO SIGNS	Replacement of 3 Pole Bulbs, Ballast, & Wall Pack Light	1,018.12
08/24/2020	34598	EDC COMMUNITY DEVELOPMENT SERVICES	Hazardous Materials Annual Permit Fees	306.00
08/24/2020	34599	EL DORADO IRRIGATION DISTRICT	Water Service EDH 06/05/19 - 08/03/20	106.97
08/24/2020	34600	EMP. MISC. REIMBURSEMENT	457 Loan Payment Overage	214.45
08/24/2020	34601	GLOBAL DATA VAULT LLC	Recovery Cloud Back-Up Service	300.00
08/24/2020	34602	HUNT & SONS INC	Fuel Purchases 07/16/20 - 07/31/20	3,124.90

EL DORADO COUNTY TRANSIT AUTHORITY
Check Register
August 2020

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Memo</u>	<u>Amount</u>
08/24/2020	34603	IMAGE SOURCE	Monthly Copier Copies Charge	524.46
08/24/2020	34604	J. C. NELSON SUPPLY CO.	Eco Spray Bottles - Covid	79.54
08/24/2020	34605	LANGUAGE LINE SERVICES INC	Phone Interpretation - July 2020	15.04
08/24/2020	34606	MOUNTAIN DEMOCRAT INC	Public Notice, Final Budgets FY 20/21	39.00
08/24/2020	34607	OPERATING ENGINEERS LOCAL UNION #3	Union Dues - August 2020	1,300.00
08/24/2020	34608	PETTY CASH	Reconciled Expenses	103.65
08/24/2020	34609	PRO-LINE CLEANING SERVICES INC	Janitorial Services - July 2020	1,010.00
08/24/2020	34610	QUILL	Misc. Office Supplies	496.98
08/24/2020	34611	SQUEAKY CLEAN	Fog & Disinfect Bus Interiors	2,457.00
08/24/2020	34612	STATE OF CA - DEPT OF JUSTICE	DOJ Livescan Fingerprint - July 2020	49.00
08/24/2020	34613	VISA	Reconciled Expenses	1,845.36
08/24/2020	34614	WOLFPACK INSURANCE SERVICES, INC.	Dental & Vision Premiums September 2020	4,248.80
08/24/2020	34615	XEROX FINANCIAL SERVICES	Lease Payment - 08/14 - 09/13	774.35
08/26/2020	EFT TRANS	PUBLIC EMPLOYEES RETIREMENT SYSTEM	Fees for GASB-68 Reports & Schedules	700.00
				<u>765,050.41</u>
			Total	<u>765,050.41</u>

AGENDA ITEM 1 C
Consent Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Brian James, Planning and Marketing Manager
SUBJECT: August 2020 Ridership Report

REQUESTED ACTION:
BY MOTION,

Receive and File the August 2020 Ridership Report

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) staff typically reports monthly and fiscal year-to-date ridership trend reports at each Board meeting.

DISCUSSION

Following is the August 2020 monthly ridership table comparing the current fiscal year to the previous fiscal year. Due to the COVID-19 virus and physical distancing regulations, Senior Day Care services closed on March 13, 2020 and the Mother Lode Rehabilitation Enterprises (M.O.R.E.) facility closed on March 16, 2020. Commuter services were decreased to four (4) buses in the morning and afternoon on March 23, 2020. Transit ridership has reduced in all areas of service.

August Ridership

2020	2019	Decrease	% Decrease
9,513	33,064	-23,551	-71.2%

Comparing August 2020 to 2019, Demand Response ridership decreased by 82.7%, Local Fixed Route ridership decreased by 50.2% and Commuter ridership decreased by 91.7%. Productivity decreased by 52.5% in passengers per revenue hour. Following is the August 2020 and fiscal year-to-date ridership report, comparing the current fiscal year to the previous fiscal year.

On April 6, 2020 El Dorado Transit suspended collection of fares in response to the COVID-19 pandemic. As a result, El Dorado Transit recorded no Connect Card taps in May, June and July 2020. Fares were reinstated on August 1, 2020. Following is the Connect Card Ridership Report for the past twelve (12) months with a graph showing the percent of total Connect Card ridership per month and a graph showing the fare revenues per month.

August 2020 Ridership Report

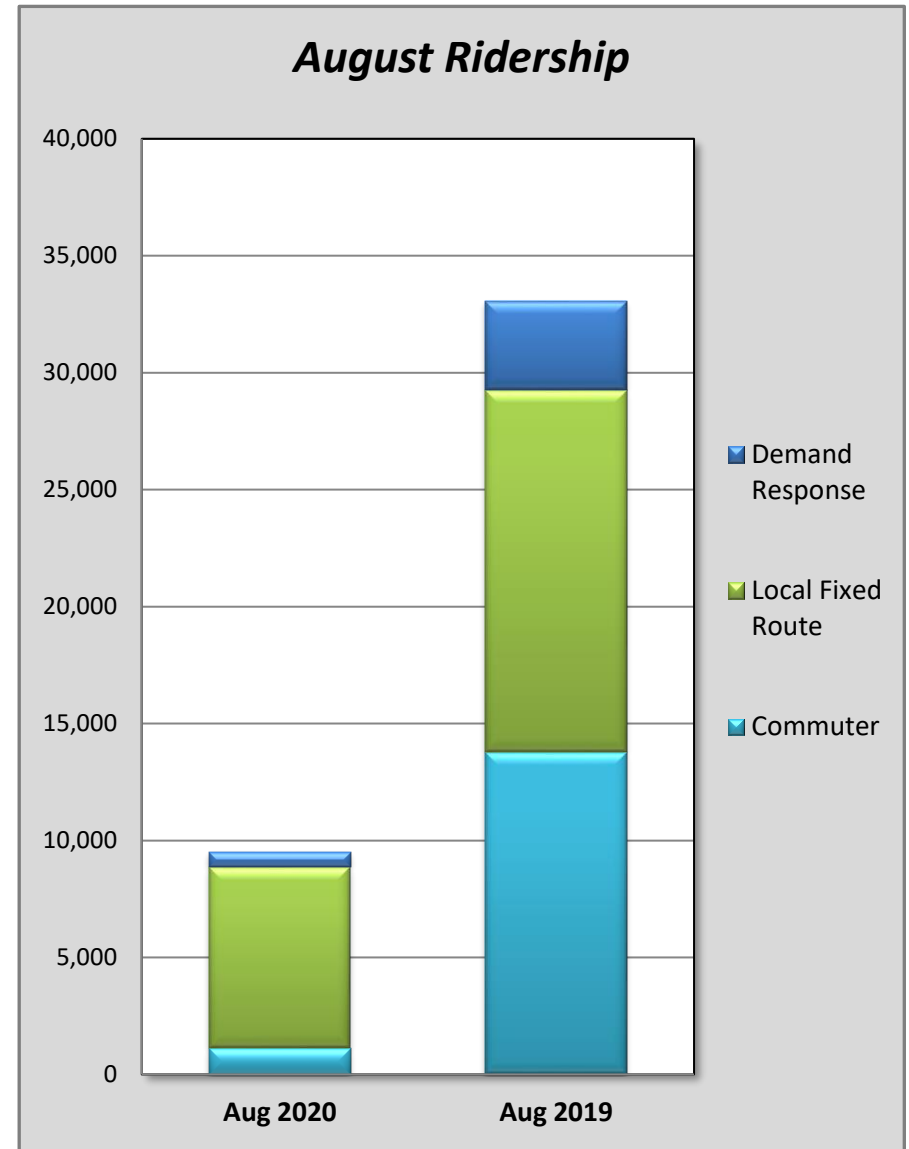


Demand Response	Aug 2020	Aug 2019	% Change
Dial-a-Ride	463	1,351	-65.7%
Sac-Med	8	25	-68.0%
ADA Paratransit	99	60	65.0%
M.O.R.E.*	88	1,923	-95.4%
Senior Day Care*	0	449	-100.0%
Total Demand Response	658	3,808	-82.7%

Local Fixed Route	Aug 2020	Aug 2019	% Change
20 - Placerville	1,012	3,913	-74.1%
25 - Saturday Express	326	466	-30.0%
30 - Diamond Springs	800	2,443	-67.3%
35 - Diamond Springs Saturday	97	152	-36.2%
40 - Cameron Park	911	1,302	-30.0%
50x - 50 Express	3,140	3,603	-12.9%
60 - Pollock Pines	1,430	3,619	-60.5%
Total Local Fixed Route	7,716	15,498	-50.2%

Commuter	Aug 2020	Aug 2019	% Change
Sacramento Commuter	1,128	13,653	-91.7%
Reverse Commuter	11	105	-89.5%
Total Commuter	1,139	13,758	-91.7%

	Aug 2020	Aug 2019	% Change
Systemwide	9,513	33,064	-71.2%
Passengers per Revenue Hour	3.5	7.4	-52.5%



*Contracted Services - Ridership Determined by Client Enrollment

Fiscal Year-to-Date Ridership Report

July 2020 - August 2020

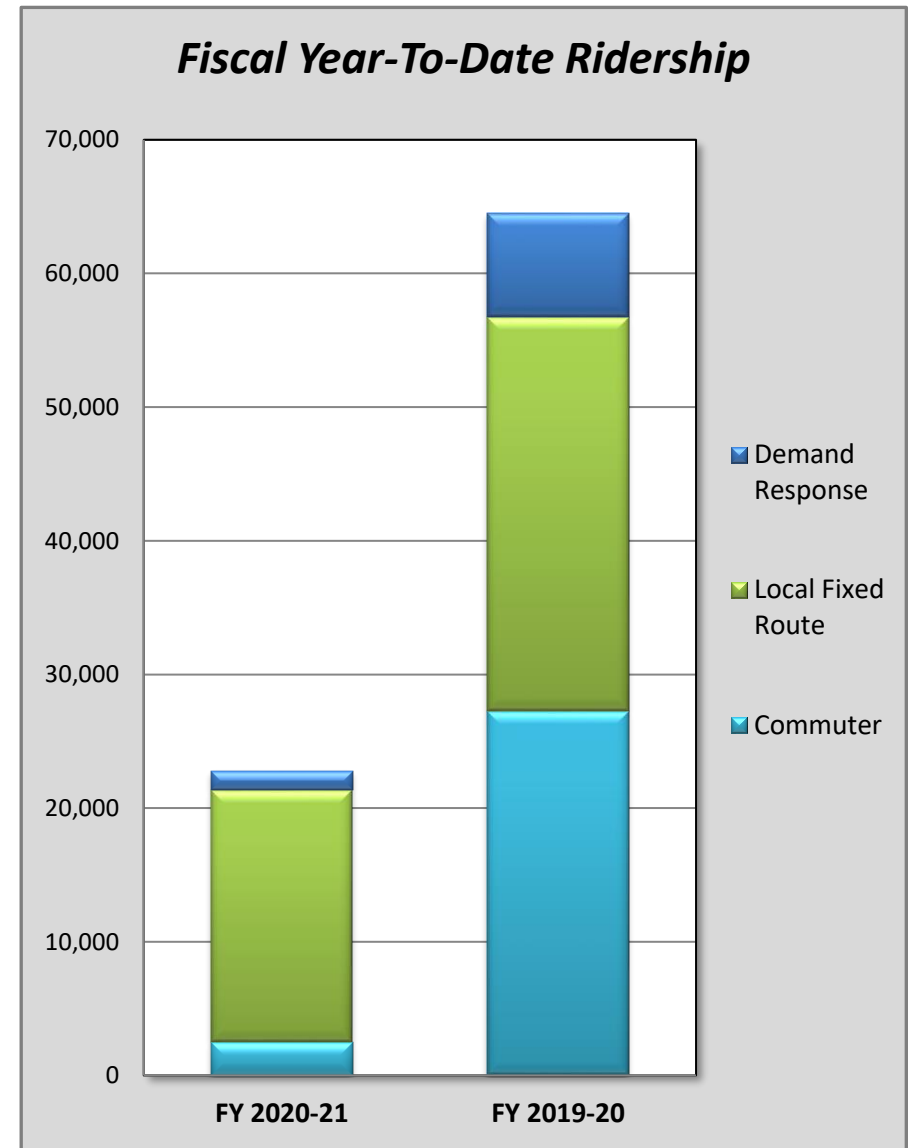


Demand Response	FY 2020-21	FY 2019-20	% Change
Dial-a-Ride	1,019	2,723	-62.6%
Sac-Med	26	53	-50.9%
ADA Paratransit	204	134	52.2%
M.O.R.E.*	190	3,919	-95.2%
Senior Day Care*	0	934	-100.0%
Total Demand Response	1,439	7,763	-81.5%

Local Fixed Route	FY 2020-21	FY 2019-20	% Change
20 - Placerville	3,172	7,638	-58.5%
25 - Saturday Express	603	895	-32.6%
30 - Diamond Springs	1,905	4,375	-56.5%
35 - Diamond Springs Saturday	144	271	-46.9%
40 - Cameron Park	2,148	2,604	-17.5%
50x - 50 Express	6,937	6,707	3.4%
60 - Pollock Pines	3,926	6,960	-43.6%
Total Local Fixed Route	18,835	29,450	-36.0%

Commuter	FY 2020-21	FY 2019-20	% Change
Sacramento Commuter	2,480	27,030	-90.8%
Reverse Commuter	22	224	-90.2%
Total Commuter	2,502	27,254	-90.8%

	FY 2020-21	FY 2019-20	% Change
Systemwide	22,776	64,467	-64.7%
Passengers per Revenue Hour	4.0	7.3	-45.1%

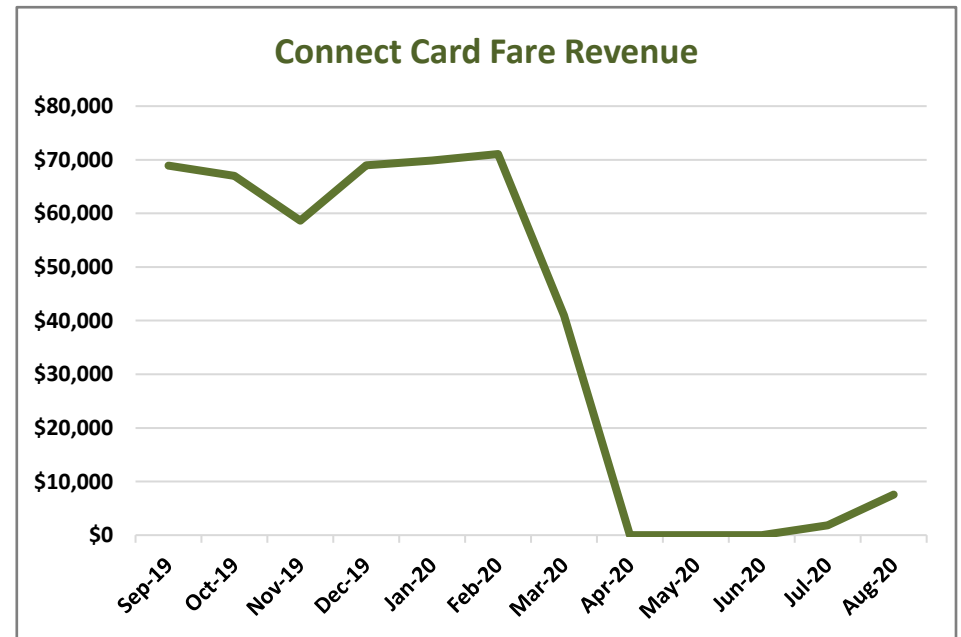
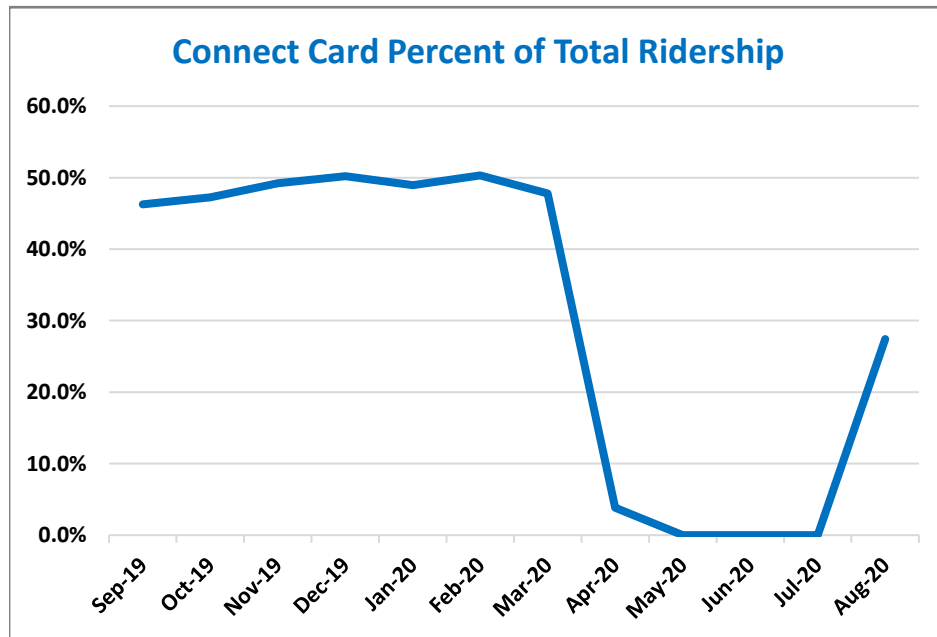


*Contracted Services - Ridership Determined by Client Enrollment

Connect Card Ridership Report



Month	Number of Taps	Total Ridership	% of Total Ridership	Fare Revenue
Sep-19	14,505	31,356	46.3%	\$68,913
Oct-19	16,236	34,375	47.2%	\$66,978
Nov-19	13,430	27,285	49.2%	\$58,647
Dec-19	14,140	28,175	50.2%	\$68,969
Jan-20	15,266	31,186	49.0%	\$69,832
Feb-20	15,265	30,341	50.3%	\$71,067
Mar-20	9,645	20,189	47.8%	\$40,997
Apr-20	318	8,317	3.8%	\$0
May-20	0	9,351	0.0%	\$0
Jun-20	0	12,778	0.0%	\$0
Jul-20	0	13,263	0.0%	\$1,849
Aug-20	2,608	9,513	27.4%	\$7,548



AGENDA ITEM 1 D
Consent Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Scott A. Ousley, Operations Manager
SUBJECT: Surplus Property Designation

REQUESTED ACTION:

BY MOTION,

Approve Designation of Surplus Property as Per Itemized Property Inventory List

BACKGROUND

Property identified as surplus requires approved designation by the El Dorado County Transit Authority (El Dorado Transit) Board of Directors per El Dorado Transit Purchasing Procedures Section 3.12.150. Upon approval of designation, the sale of surplus property will be published and posted as detailed in section 3.12.150.

DISCUSSION

The Executive Director has determined that El Dorado Transit owns personal property that is no longer required for public use. All items have been fully depreciated.

The list of proposed surplus property is included on the following pages.

EL DORADO COUNTY TRANSIT AUTHORITY
ITEMIZED SURPLUS PROPERTY INVENTORY
October 1, 2020

<u>Quantity</u>	<u>Description</u>			
1	Motorola Radius Handheld Radio Model # HUP3337A Serial #: P93YPC20D2AA			
7	Motorola HT750 Handheld Radio Model #PMUD1480D Serial #: 672TMLM589 672TMLM628 672TMLM615 672TMLM585 672TMLM522 672TMLM586 672TMLM524			
3	Motorola CDM750 Vehicle Radio Model # AA25KKC9AA1AN Serial #: 103TCLC661 103TCLD855 103TCN7001			
7	Motorola PM400 Vehicle Radio Model # AAM50KQF9AA3AN Serial #: 019TPC4001 019TPC4014 019TPC4006 019TPC4015 019TPC4009 019TPC4016 019TPC4012			
50	Motorola CM200 Vehicle Radio Model #AAM50KQC9AA1AN Serial #: 922TFG0342 922THE1503 922TML2204 922TML2286 922TFG0353 922THE1521 922TML2205 922TML2288 922TFG0381 922THE1522 922TML2206 922TML2289 922TFG0382 922THE1523 922TML2221 922TML2290 922TFG0392 922THE1524 922TML2222 922TML2295 922TFW0110 922THE1528 922TML2233 922TML2296 922TFW1950 922THE1530 922TML2234 922TML2297 922TFW1953 922TMC2293 922TML2240 922TML2298 922TFW1957 922TMG1352 922TML2275 922TML2299 922TFW1959 922TMG1837 922TML2276 922TML2300 922TFW1960 922TMG2294 922TML2277 922TML2301 922TFW2006 922TML2201 922TML2278 922THE1488 922TML2203 922TML2282			

EL DORADO COUNTY TRANSIT AUTHORITY
ITEMIZED SURPLUS PROPERTY INVENTORY
October 1, 2020

<u>Quantity</u>	<u>Description</u>	<u>EDTCA Inventory Number</u>
1	2006 Bluebird Bus VIN # 1BAGJBKA96F236594 Miles: 305,375 License # 1186546	0608
1	2006 Bluebird Bus VIN # 1BAGJBKA46F236597 Miles: 349,299 License # 1186544	0609
1	2006 Bluebird Bus VIN # 1BAGJBKA06F236595 Miles: 396,253 License # 1186545	0610
1	2009 Chevy Cutaway Bus VIN # 1GBG5V1G59F403737 Miles: 314,738 License # 1317634	0901
1	2009 Chevy Cutaway Bus VIN # 1GBG5V1G49F403860 Miles: 289,298 License # 1317636	0902
1	2009 Chevy Cutaway Bus VIN # 1GBG5V1G99F403966 Miles: 296,499 License # 1322201	0903

AGENDA ITEM 1 E
Consent Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Julie Petersen, Finance Manager
SUBJECT: Blanket Purchase Order Revision for Fiscal Year 2020/21

REQUESTED ACTION:

BY MOTION,

Approve Revised Blanket Purchase Order to Squeaky Clean in an amount not to exceed \$50,000 for Fiscal Year 2020/21

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) Purchasing Procedures and the Joint Powers Agreement establishing El Dorado Transit require Board approval for Purchase Orders over \$25,000 and Purchase Requisitions over \$5,000.

DISCUSSION

Due to the impact of COVID-19, El Dorado Transit has significantly increased our bus and shelter cleaning to provide a safer environment for the public. Currently El Dorado Transit contracts with Squeaky Clean service to provide extra cleaning and disinfecting bi-weekly. El Dorado Transit has additional equipment on order and has added custodial staff that will decrease the need for use of outside companies to perform the bulk of the cleaning.

The increase in the purchase order amount is being requested to cover the contracted service through an initial transition period and future back-up coverage, if needed.

FISCAL IMPACT

<i>Purchase Order B26121 – Squeaky Clean</i>			
5090.50	Safety Equipment/Training	\$24,000	\$50,000

The requested increase to the Squeaky Clean purchase order does not require a budget adjustment.

EL DORADO COUNTY TRANSIT AUTHORITY
6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454
(530) 642-5383

REVISED 10/01/2020

PURCHASE ORDER NO. B26121

THIS NUMBER MUST APPEAR ON ALL INVOICES,
 PACKING LISTS, PACKAGES, AND BILLS OF LADING.

DATE: 07/01/20

ACCOUNT: 5160.01 CLASS: 125
 5090.50

TO: SQUEAKY CLEAN
 6403 MOTHERLODE DRIVE
 PLACERVILLE, CA 95667

SHIP & INVOICE TO:
EL DORADO COUNTY TRANSIT AUTHORITY
6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454

Contact: Brad Cruzan
 Vendor Phone No: (530) 621-1256

Fax No: (530) 622-2393

PROMISED DELIVERY DATE		TERMS: NET 30		
		F.O.B. DESTINATION		
QTY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED TOTAL
		Exterior and Interior Window Cleaning, and Exterior Awning cleaning; including Ram-X Window Protectant. Fog and Sanitize Interior of Busses; Fog and Power-Wash Missouri Flat Bus Stop. For Fiscal Year 07/01/20 Through 06/30/21		NOT TO EXCEED: \$50,000.00
I hereby certify that this purchase order is in accordance with procedures in the purchase manual governing of such items for El Dorado County Transit Authority.			SUBTOTAL	\$50,000.00
			SHIPPING	
			SALES TAX	
			TOTAL	NTE: \$50,000.00
PURCHASING AGENT				

PLEASE NOTE CONDITIONS ON REVERSE SIDE

"This Purchase Order expressly limits acceptance to the terms and conditions stated herein, set forth on the reverse side and any supplementary or additional terms and conditions annexed hereto or incorporated herein by reference. Any additional or different terms and conditions proposed by seller are objected to and hereby rejected."

AGENDA ITEM 1 F
Consent Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Julie Petersen, Finance Manager
SUBJECT: Transportation Development Act Claim for Fiscal Year
2019/20 State of Good Repair Allocation

REQUESTED ACTION:
BY MOTION,

**Adopt Resolution No. 20-25 Authorizing the Executive Director to
Claim Transportation Development Act funds from the Fiscal Year
2019/20 State of Good Repair program**

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) operates in part with funding from the Transportation Development Act (TDA) which includes the Local Transportation Fund (LTF) and State Transit Assistance (STA) and the recently enacted State of Good Repair (SGR) funds. The SGR funds are from a portion of the Transportation Improvement Fee created from State Bill (SB) 1, the Road Repair and Accountability Act of 2017.

DISCUSSION

El Dorado Transit has prepared a revised claim for \$251,872.52 for Fiscal Year (FY) 2019/20 Transportation Development Act State of Good Repair funds based on the allocation and interest earned as provided by the El Dorado County Transportation Commission (EDCTC). The complete SGR claim packet is available for review during regular business hours at the El Dorado Transit office – 6565 Commerce Way, Diamond Springs, CA.

FISCAL IMPACT

The requested \$249,118.49 in principle SGR funds was incorporated in the Final Amended Operating Budget for FY 2019/20. The interest portion of \$2,754.03 will be recognized as operating income in the FY 2019/20 financial audit beginning October 5, 2020 and reflected in the Fiscal and Compliance Audit presented at the regular Board meeting scheduled for December 2020.

SGR – 1
TRANSPORTATION DEVELOPMENT ACT
STATE OF GOOD REPAIR PROGRAM CLAIM

To: El Dorado County Transportation Commission
 2828 Easy Street, Suite 1
 Placerville, California 95667-3907
 Attn: Administrative Services Officer

From: Claimant: El Dorado County Transit Authority

Address: 6565 Commerce Way, Diamond Springs, CA 95619

Contact: Julie Petersen

Phone: (530) 642-5383

The above claimant hereby requests, in accordance with authority granted under the Transportation Development Act and applicable rules and regulations adopted by the El Dorado County Transportation Commission, that its request for funding be approved as follows:

State of Good Repair:

SGR	Amount	Fiscal Year
Repair and Rehabilitation	\$251,872.52	FY 2019/2020

EDCTC Date of Approval: _____

EDCTC Resolution #: _____

**EL DORADO COUNTY TRANSIT AUTHORITY
RESOLUTION NO. 20-25**

**RESOLUTION OF THE BOARD OF DIRECTORS OF
THE EL DORADO COUNTY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT A REVISED
CLAIM FOR TRANSPORTATION DEVELOPMENT ACT (TDA) STATE OF GOOD
REPAIR (SGR) FUNDS**

WHEREAS, the El Dorado County Transit Authority intends to use its TDA SGR funding to finance transit services for the Western Slope of El Dorado County;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director or the designated representative shall be authorized to file a claim for the TDA SGR per Sections 99313 and 99314 funding for transit services for fiscal year 2019/20 as follows:

Repair and Rehabilitation	\$249,118.49
Interest Earned	\$ 2,754.03

PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY at a regular meeting of said Board, held on the 1st day of October 1, 2020 by the following vote of said Board:

AYES: NOES: ABSTAIN: ABSENT:

John Hidahl, Chairperson

ATTEST:

Megan Wilcher, Secretary to the Board

AGENDA ITEM 2 A
Action Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Matthew Mauk, Executive Director
SUBJECT: Surplus Vehicle Donations

REQUESTED ACTION:
BY MOTION,

- 1. Authorize the donation of surplus Vehicle No. 0707 to the El Dorado County Sheriff's Office**
- 2. Direct staff to open a competitive application process for donation of up to nine (9) surplus demand-response vehicles to local non-profit organizations or government entities that provide transportation to El Dorado County residents**

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) replaces transit vehicles on a regular basis according to an adopted Vehicle Replacement Policy. Those vehicles designated as surplus are either sold at a public venue or donated to local non-profit organizations or governmental agencies.

As a recipient of Federal Transit Administration (FTA) funds for public transportation, El Dorado Transit complies with Federal regulations for disposing of equipment and rolling stock (i.e. vehicles) that were purchased with Federal funds. FTA Circular 5010.1E provides rules for the disposition of grant funded assets, for other than purposes of the original award, after the end of their useful life. Specifically, FTA C 5010.1E, Chapter IV addresses the "Disposition of Property with a Fair Market Value of \$5,000 or Less Value" as follows:

"After the useful life of its federally assisted property is reached, rolling stock and equipment with a unit market value of \$5,000 or less, or supplies with a total aggregate market value of \$5,000 or less, may be retained, sold, or otherwise disposed of with no obligation to reimburse FTA. Records of this action must be retained. FTA approval of this action is not required."

El Dorado Transit's surplus fleet vehicles are commonly sought-after by non-profit agencies that provide passenger transportation services because they are well-maintained and wheelchair accessible. As such, the Board approved Board Policy G-4 in August 2014 that authorized the

Executive Director to design and implement a competitive application process for donation of vehicles to local non-profit organizations or government entities that provide transportation to El Dorado County residents. This process scores competing applicants primarily based on public transportation related criteria including, total number of projected annual passenger trips, transportation coordination, and ability of the organization to maintain transportation services.

DISCUSSION

The El Dorado County Sheriff's Office (EDSO) contacted El Dorado Transit staff in August inquiring about the availability of a surplus vehicle to potentially replace an older vehicle the EDSO is currently using to transport multiple incident response personnel. After further discussion and evaluating the currently available surplus vehicles, staff identified vehicle #0707 as being suitable for the EDSO's needs and in good condition. EDSO representatives inspected the vehicle on August 26th and expressed interest in receiving the vehicle in donation.

Vehicle No. 0707 is a 2007 Chevrolet Kodiak cutaway bus formerly used in demand-response service. The vehicle was originally acquired using a combination of FTA Section 5310 and State Transit Assistance funds. The vehicle was designated as surplus by Board action on November 3, 2016 having surpassed its useful life, per Federal age and mileage standards, and has a unit market value of less than \$5,000. Donating the vehicle to the EDSO would be allowable under the applicable Federal regulations.

Given that the EDSO's intent is to use the vehicle for transporting personnel and not for public transit purposes, the donation does not precisely fit the parameters considered in the established application process. However, the EDSO is an eligible governmental recipient and staff has not received any other recent interest in surplus transit vehicles. If desired, El Dorado Transit has four (4) similar cutaway buses and up to five (5) minivans that could be made available to local non-profit organizations or other governmental agencies through the competitive application process.

Staff is recommending the Board 1) authorize the donation of surplus Vehicle No. 0707 to the El Dorado County Sheriff's Office, in accordance with applicable Federal regulations and record keeping requirements, and 2) direct staff to open a competitive application process for potential donation of up to nine (9) additional surplus demand-response vehicles to local non-profit organizations or government entities that provide transportation. If directed, staff will publicize the availability of the additional surplus vehicles, evaluate applicants in accordance with Board Policy G-4, and return a recommendation for donation(s) at a future Board meeting. If there are no applicants, the vehicles will be sold at a public auction.

FISCAL IMPACT

Vehicle No. 0707 was depreciated to zero value. If authorized, title and ownership will be transferred to the designated recipient and insurance coverage will be terminated.

AGENDA ITEM 2 B
Action Item

MEMORANDUM

DATE: October 1, 2020
TO: El Dorado County Transit Authority
FROM: Matthew Mauk, Executive Director
SUBJECT: South Lake Tahoe Express Commuter Service

REQUESTED ACTION:
BY MOTION,

- 1. Receive and File a Service Analysis Report from LSC Transportation Consultants on an Express Commuter Service to South Lake Tahoe**
- 2. Direct the Executive Director to Finalize an Implementation Plan and Establish Fare Collection Tools for an Express Commuter Service to South Lake Tahoe in Partnership with the Capital Corridor Joint Powers Authority (CCJPA)**
- 3. Direct the Executive Director to Finalize a Draft Memorandum of Understanding with the CCJPA for Board Review and Approval at a Future Board Meeting**

BACKGROUND

California Senate Bill 742 was passed in 2019 and amended SEC. 2. Section 14035.55 of the Government Code authorizing the State's three (3) State-supported intercity passenger rail lines to sell tickets for connecting motor coach service only. As enacted, the law requires the intercity rail authorities that operate feeder bus service to consult with public transit operators to determine if an operator can provide the planned service and to avoid conflicts with existing public transit service. The El Dorado County Transit Authority (El Dorado Transit) currently provides commuter service from Placerville to Sacramento along the same corridor used by the region's intercity thruway bus network connecting to the passenger trains operating out of the Sacramento Valley Station in downtown Sacramento.

The Capital Corridor Joint Powers Authority (CCJPA) currently contracts with Amtrak which in turn uses a contractor to operate one (1) round trip bus per day between the Sacramento Valley Station and the City of South Lake Tahoe. The CCJPA contacted El Dorado Transit in July 2020 to discuss the potential of partnering under a multi-year Memorandum of Understanding (MOU) for El Dorado Transit to assume operation of the Sacramento to South Lake Tahoe daily service.

The adopted Western El Dorado County 2019 Short- and Long-Range Transit Plan (SRTP) contemplates partnerships with other regional transit services of the type described above stating the following:

“With growth in both western El Dorado County and eastern Sacramento County, the coming years will see an increasing need for transit service over the El Dorado county line. El Dorado Transit and the El Dorado County Transportation Commission (EDCTC) should continue to be active partners with other transit services in matters of regional fares, financing, and service planning. This includes services in the Sacramento region as well as the Tahoe Transportation District (TTD) in the eastern portion of the county.

With respect to service to Lake Tahoe, El Dorado Transit should be willing to work with the TTD or other regional transportation operators in establishing a regional public transit connection between Sacramento and South Lake Tahoe over the long term. El Dorado Transit should be open to allowing the use of El Dorado Transit resources such as Park and Ride lots and available vehicles for such a service.”

DISCUSSION

In evaluating the potential of partnering with the CCJPA on a Sacramento to South Lake Tahoe daily service, El Dorado Transit staff consulted the EDCTC, the Tahoe Regional Planning Agency, TTD, and LSC Transportation Consultants, Inc. (LSC). Under an existing professional services agreement with El Dorado Transit and building on their previous work on the 2019 SRTP, LSC staff prepared the attached Tahoe Service Analysis for Board consideration.

The COVID-19 pandemic has significantly impacted El Dorado Transit’s commuter services in particular. In response to an abrupt slowdown in commuter demand in March 2020, El Dorado Transit reduced the commuter services from eleven (11) to four (4) buses in the morning and afternoon running on their typical holiday schedule. Consequently, El Dorado Transit has over-the-road coaches available that would be appropriately suited for a Sacramento to South Lake Tahoe intercity service.

Staff for LSC will present a synopsis of their Tahoe Service Analysis and will be available to answer questions from the Board and the public at the meeting. El Dorado Transit staff will also be prepared to discuss next steps and a potential timeline for implementation, should the Board choose to proceed.

FISCAL IMPACT

As detailed in the attached Tahoe Service Analysis, operating subsidy is operating costs minus fare revenue. The CCJPA has proposed a 50/50 split of the total operating subsidy in draft MOU language. Under such an arrangement, El Dorado Transit would retain the full fare revenues collected and its operating subsidy share would be half of the remaining net cost of the service.

Over the last half of FY 2020-21 (January 2021 – June 2021), El Dorado Transit can expect an estimated \$58,455 subsidy requirement. If ridership returns to pre-COVID levels by the third calendar year (January 2023 – December 2023) of the proposed contract, there will be no operating subsidy required as service would “break even”, and ridership in excess of this level would return a net positive income. However, as El Dorado Transit operates on fiscal years, El Dorado Transit would still need to pay an estimated \$16,350 to operate the Tahoe service in FY 2022-23. After three full years, it is anticipated that the Tahoe Service will no longer require an operating subsidy.

El Dorado Transit staff will be prepared to discuss the feasibility and funding options for the proposed service with respect to the adopted FY 2020/21 Operating Budget at the meeting, if necessary.



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 • FAX: 583-5966

September 22, 2020

Matt Mauk, Executive Director
El Dorado County Transit Authority
6565 Commerce Way
Diamond Springs, CA 95619

RE: EDCTA Tahoe Service Analysis

Dear Mr. Mauk:

Per your request, LSC has conducted a focused analysis on the potential of the El Dorado Transit Authority (EDCTA) entering into a Memorandum of Understanding (MOU) with the Capital Corridor Joint Powers Authority (CCJPA) to assume EDCTA operation of the Sacramento – South Lake Tahoe daily service. This letter discusses the costs and operational impacts of operating this service.

Currently, CCJPA contracts with Amtrak which uses a contractor (All West) to operate one round trip per day of Thruway bus service between the Sacramento Valley Station in downtown Sacramento and the City of South Lake Tahoe. Service travels as far as the Kingsbury Transit Center (one mile east of the Nevada/California border) on weekdays and as far as the South Y Transit Center in the western portion of South Lake Tahoe on weekends. One mid-way stop is made in Placerville in each direction. Service is offered seven days a week, 365 days a year.

Potential EDCTA Operating Plan

If EDCTA were to operate this service, a reasonable plan would be to operate between the Sacramento Valley Station and the Stateline Transit Center in South Lake Tahoe with stops at Placerville Station and the South Lake Tahoe Y Transit Center, 365 days a year, 7 days a week. An example schedule is presented in Table 1.

The Stateline Transit Center is located in Heavenly Village and within a short walking distance of numerous lodging and shopping options (including all the major casino properties). Providing service as far as the Stateline Transit Center on a regular basis will allow passengers to walk to hotels or the ski lift from the bus stop. Terminating service at the South Lake Tahoe Y Transit

TABLE 1: Example Sacramento -- Tahoe Bus Schedule			
		Weekday	Weekend & Holiday
EASTBOUND			
<i>Termination of Commuter # 11 in Sac</i>		9:15	--
Sacramento Valley Station	Dep	9:45	11:15
Placerville	Dep	10:45	12:15
South Lake Tahoe Y	Dep	12:05	1:35
South Lake Tahoe - Heavenly Village	Arr	12:15	1:45
WESTBOUND			
South Lake Tahoe - Heavenly Village	Dep	2:15	2:30
South Lake Tahoe Y	Dep	2:30	2:45
Placerville	Dep	3:50	4:05
Sacramento Valley Station	Arr	5:10	5:25
<i>Start of Commuter #11 in Sac</i>		6:00	--

Center would require that many passengers transfer to a local bus to reach their final destination and would not be as attractive to new visitor travelers or residents of western El Dorado County.

To minimize deadhead travel, the proposed Tahoe service could be operated using Sacramento Commuter buses on weekdays. For example, after a Sacramento Commuter morning route bus drops off the last passenger in downtown Sacramento, the bus would travel to the Sacramento Valley Station to begin the Tahoe service. After the return trip to Sacramento Valley Station from Tahoe, the commuter bus would begin the afternoon commuter route to Placerville. In order to avoid limits on how long an operator can drive, this will require a driver change in Placerville on weekdays.

One roundtrip from the Sacramento Valley Station to the Stateline Transit Center takes around 6 vehicle service hours including a lunch break layover in South Lake Tahoe. This equates to a total of roughly 2,140 vehicle service hours and 86,650 vehicle service miles annually.

Operating Subsidy Estimates

Operating Costs

An operating cost allocation model was developed to estimate operating costs for the Tahoe Service over a three year period. First, the Fiscal Year (FY) 2019-20 EDCTA budget line item expenses were allocated into three categories—vehicle-hour, vehicle-mile, or fixed—depending

upon the service parameter that most directly generates the cost item. For example, fuel costs are allocated to vehicle-miles. Personnel costs were allocated between the three categories based on the proportion of total salary attributable to each parameter. This equation allows for an accurate estimation of costs associated with specific services. Operating costs for the MOU period were developed by adjusting the FY 2019-20 cost model for inflation. The growth of the Consumer Price Index for the San Francisco region between June 2019 and June 2020 or 1.6 percent annually was assumed. This results in hourly rates of \$171.54 in FY 2020-21, \$172.88 in FY 2021-22 and \$174.71 in FY 2022-23. Note that these costs include all marginal costs (vehicle-hour and vehicle-mile related costs, including marketing and holiday pay) but exclude any allocation of fixed costs (such as transit facility costs or senior management time).

Table 2 presents operating cost estimates for the Tahoe Service for a three year period. Costs were first analyzed on a calendar year basis, assuming the start of service at the beginning of the 2021 calendar year on January 1st. As EDCTA's budget aligns with the fiscal year which begins on July 1 and ends on June 30th, EDCTA's operating subsidy share was converted to Fiscal Year figures (as shown at the bottom of each ridership scenario in Table 2). In FY 2020-21 annual operating costs will be on the order of \$367,090. This figure increases to \$373,880 annually by the third year. This cost estimate takes into account a couple factors: 1) a higher wage rate for drivers on holidays (2.5 times the normal rate) 2), \$5,000 in additional costs associated with traffic delays and road closures (as discussed below) and 3) \$10,000 in marketing and fare media implementation costs for the first year, \$7,000 in marketing and fare media costs in the second year and \$5,000 in marketing and fare media costs in the third year as the service catches on. It should be noted that annual recurring fare media costs may be higher depending on the type of fare media software acquired. (Fare media is discussed below as an operational issue). As EDCTA has a dispatcher in the office on weekends for existing services and maintenance is on-call, no additional administrative or maintenance staff time is assumed.

Ridership

Prior to the COVID-19 outbreak, CCJPA projected that the Tahoe Service would carry around 15,000 one-way passenger trips in FY 2019-20. Actual ridership reports for the time period from September 2019 to August 2020 were made available to the consultant. However, at the time of this writing, data was unavailable for the one-way run from Tahoe to Sacramento on weekends, therefore, the Consultant assumed this ridership to be the same as ridership on the weekend service in the reverse direction. Under this assumption, the existing Tahoe Service carried 7,746 one-way passenger-trips over the prior 12 month period (part of which occurred during the pandemic).

Figure 1 presents seasonal ridership on the existing Amtrak Thruway Tahoe Service between September 2019 and August 2020. The winter months of December through February represent nearly half of the ridership for the 12 month period. The fall months of September to November represent the season of the second greatest ridership (32.2 percent of total); however, it should be noted that spring and summer occurred during the pandemic.

Table 2: EDCTA Tahoe Thruway Service			
Three Year Cost Estimate			
	Year 1¹	Year 2	Year 3
	2021	2022	2023
<u>Annual Service Levels</u>			
Vehicle Service Hours	2,140	2,140	2,140
Vehicle Service Miles	86,650	86,650	86,650
<u>No COVID Full Potential Ridership Scenario</u>			
Operating Costs	\$367,090	\$369,960	\$373,880
Hourly Rate	\$171.54	\$172.88	\$174.71
Ridership	12,310	12,310	12,310
Fare Revenues	\$380,625	\$380,625	\$380,625
Operating Subsidy	-\$13,535	-\$10,665	-\$6,745
EDCTA Subsidy Share	\$0	\$0	\$0
<i>Conversion to FY</i>	<i>FY 2020-21</i>	<i>FY 2021-22</i>	<i>FY 2022-23</i>
EDCTA Subsidy Share	\$0	\$0	\$0
<u>COVID Ridership Scenario</u>			
Operating Costs	\$367,090	\$369,960	\$373,880
Hourly Rate	\$171.54	\$172.88	\$174.71
Ridership	4,310	9,850	12,310
Fare Revenues	\$133,265	\$304,562	\$380,625
Operating Subsidy	\$233,825	\$65,398	-\$6,745
EDCTA Subsidy Share	\$116,912	\$32,699	\$0
<i>Conversion to FY</i>	<i>FY 2020-21</i>	<i>FY 2021-22</i>	<i>FY 2022-23</i>
EDCTA Subsidy Share	\$58,456	\$74,806	\$16,350
Note 1: Assuming start of service January 1, 2021			
Source: EDCTA and LSC			

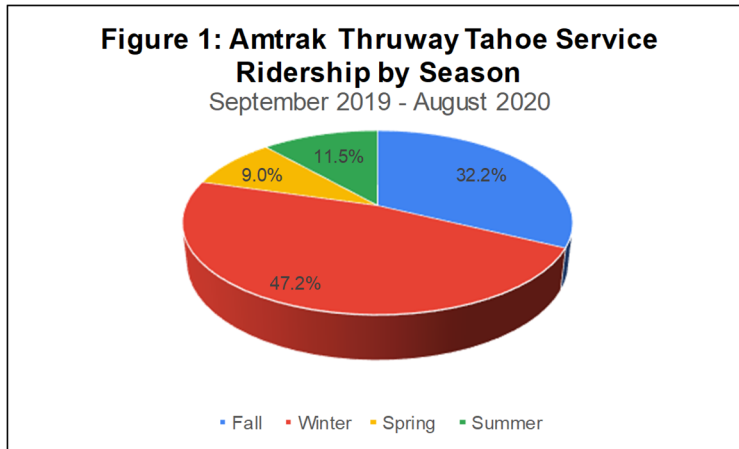
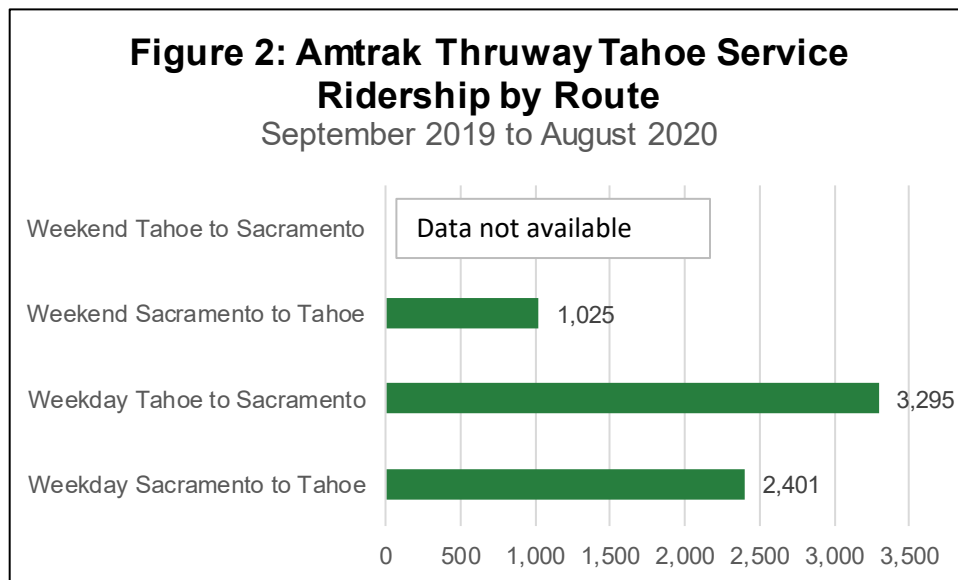


Figure 2 presents the data by day of week and direction. Given the available data, weekday service from Tahoe to Sacramento has greater ridership than weekday service in the other direction or service on weekends. It should be noted that weekend service does not currently travel as far as the Stateline Transit Center which could reduce the attractiveness of service on weekends.



In an effort to obtain an estimate of ridership prior to COVID-19 for a 12 month period, the Consultant multiplied average monthly ridership from September 2019 to February 2020 (pre-COVID) by 12. This equates to 12,310 one-way passenger trips. By comparison this is nearly 18 percent less than CCJPA’s ridership projection of 15,000 per year. To be conservative, it is assumed in this analysis that the full potential ridership of the Tahoe Service in three years (absent the impacts of COVID) is 12,310 trips per year.

Table 2 displays two scenarios: 1) Full potential ridership and operating subsidy requirements if COVID never happened and 2) Estimated ridership with the impact of COVID

Given that Lake Tahoe is a popular destination for visitors and assuming a vaccine is available, it is likely that the Tahoe Service will return to full potential ridership of 12,000 or even 15,000 trips per year over the next three years.

COVID-19 has significantly impacted all forms of transportation, particularly public transportation. Public transit services in dense urban areas with a high number of commuters such as Bay Area Rapid Transit (BART) have seen an 80-90 percent decrease in ridership during the pandemic. El Dorado Transit has seen a 69 percent drop in ridership systemwide. The company Transit app tracks the number of opens of their app as a rough proxy for public transit demand across cities where the app is used. They compare actual usage of the app, to projected use of the app based on last year's numbers (adjusted for annual growth) to measure how far they are from "normal." This data shows that on average for all cities using the app, transit demand has decreased by 64 percent from normal levels as of early September.

Ridership numbers (effected by COVID) from the Tahoe Service currently operated by Amtrak show a very similar decrease. August 2020 ridership is 65 percent lower than the average monthly ridership between September 2019 and February 2020. Therefore, ridership estimates for Year 1 in Table 1 for the COVID ridership scenario (4,310) represent a 65 percent decrease from full potential No COVID ridership of 12,310 trips per year. As shown in the table we expect that ridership will slowly return to full potential by the end of the three year period. Data available shows that monthly ridership on the existing Tahoe Service has rebounded 233 percent from a low of 97 in April to 323 in August already.

Farebox Revenue

Per the MOU, EDCTA will have the following fare structure for the Tahoe Service:

- Trips between Placerville and Tahoe - \$20
- Trips between Sacramento and Tahoe - \$34

CCJPA indicated that 78 percent of ridership travels between Sacramento and Tahoe. Applying this proportion to full potential ridership of 12,310 indicates an average fare of \$31. If desired, EDCTA could consider subsidizing trips between Placerville and South Lake Tahoe for El Dorado County residents by charging a lower fare for El Dorado Transit pass holders. This may have an added benefit of increasing ridership, and better serving El Dorado County residents.

Operating Subsidy

Operating subsidy is operating costs minus fare revenue. Table 2 presents the projected annual operating subsidy for the Tahoe Service over a three year period. The EDCTA subsidy share represents half of the total subsidy as outlined in the MOU. Over the last half of FY 2020-21 (January 2021 – June 2021), EDCTA can expect around a \$58,455 subsidy requirement. Assuming that ridership returns to pre-COVID levels by the third **calendar year** (January 2023 –

December 2023) of the contract, there will be no operating subsidy required. In fact, at roughly 11,870 riders per year, the transit service would “break even”, and ridership in excess of this level would return a net positive income. However, as EDCTA operates on **fiscal years**, EDCTA would still need to pay \$16,350 to operate the Tahoe service in FY 2022-23 (July 2022 – June 2023). In the following FY 2023-24, EDCTA operating subsidy will be zero. Bottom line is that after three full years, it is anticipated that the Tahoe Service will no longer require an operating subsidy.

Review of Proposed Memorandum of Understanding (MOU)

LSC reviewed the draft MOU between EDCTA and CCJPA as a transportation consultant, not a legal consultant. LSC does not have any concerns or issues with the Draft MOU in terms of transit operations.

Operational Challenges

The Tahoe Service would travel east on US 50 over Echo Summit through mountainous terrain to reach the resort area of South Lake Tahoe. This brings a number of operational challenges which should be discussed:

- **Weather impacts** – During a winter storm, it will be necessary to chain up EDCTA vehicles. It is also common for Echo Summit to close for periods of time due to snow, low visibility and accidents. If a closure occurs mid route, the bus may be required to layover in South Lake Tahoe for some amount of time, perhaps overnight.

EDCTA and CCJPA will need to agree upon policies and procedures in the event of road closures and excessive delays. Things to consider in developing these policies and procedures include:

- What level of roadway closure or delay will prompt cancelling the portion of the route between Placerville and South Lake Tahoe?
 - If serious storm conditions are forecast for the afternoon, will the morning run be cancelled?
 - How will route delay/cancellation information be distributed to ticketed passengers and potential passengers?
 - Do all parties need to be contacted if the route is cancelled?
 - Which EDCTA staff will be available to help with tracking road information and disseminating information to the public and appropriate parties?
- **Traffic impacts** – Traffic congestion is likely to occur along the Tahoe Service route both going over Echo Summit as well as between the South Y Transit Center and the Stateline Transit Center. This could delay the EDCTA Tahoe Service anywhere between 15 minutes to hours (particularly on Sundays in the westbound direction).

As such it is reasonable to assume an additional \$5,000 in operating costs to account for a longer service day due to weather and traffic impacts, potential overnight lodging for the operator and administrative staff time to assist with logistics. It would also be prudent to establish an agreement with a local South Lake Tahoe hotel in advance for EDCTA drivers lodging arrangements. This way, the driver would not be competing for lodging with all other stranded travelers in South Lake Tahoe.

- **Roadside Assistance** – In the event the EDCTA bus has a road call which renders the vehicle inoperable, EDCTA would need to tow the vehicle back to the EDCTA operations and maintenance facility in Diamond Springs. Additionally, a spare bus would need to be dispatched to continue the route. Per the draft MOU, the cost of roadside assistance will be split between the two parties. As noted below, TTD would be able to assist with minor maintenance, if the bus is located within the TTD service area.
- **Layover** – The schedule in Table 1 includes a 1.75 hour layover in South Lake Tahoe on weekdays and a 45 minute layover on weekends. During this time, the driver will need access to a restroom and a location to take a break. There is a restroom available at the Stateline Transit Center, but TTD staff have warned that there is no space to park the EDCTA bus at the Stateline Transit Center for an extended period of time. All West, the current contractor, has parked in vacant lots in town. Harrah’s Casino and the Hard Rock Casino also rent out their back lots to bus operators.
- **Fueling** – There are several locations which offer cardlock fueling in South Lake Tahoe, including Flyers located on James Avenue behind Smart and Final and Chevron at Ski Run and US 50. These fueling stations can sometimes be congested.
- **Ticketing** – A significant yet not insurmountable operational challenge will be how tickets are sold and revenue is collected. For the previous service, passengers were able to purchase tickets through the Amtrak website or other outlets. Under the proposed arrangement, this will no longer occur and EDCTA (or EDCTA and CCJPA) will need to establish a ticketing system and process. Various options should be considered:
 - Electronic Fare Payment Systems – Including the Tahoe Service on the Connect Card system would be beneficial for Sacramento area residents and existing Connect Card transit passengers. The Clipper Card is a similar type of payment system used in the Bay Area which could also potentially be connected to the new Tahoe Service.
 - On-line Ticket Purchase - Many passengers will want to purchase tickets on-line on their computer or mobile device. Currently, EDCTA offers the purchase of monthly passes through their website using PayPal. EDCTA could add the Tahoe Service as an option. EDCTA will then need to develop some sort of paper ticket which is mailed to the passenger and/or email confirmation which can be presented to the driver when boarding the bus.

- Cash and Same-day Purchase – Not all passengers have credit cards or Pay Pal accounts; therefore, options for purchasing tickets with cash should be available. EDCTA should have a list of retail outlets where tickets can be purchased. At a minimum: the Stateline Transit Center in South Lake Tahoe, Sacramento Valley Station and in Placerville. EDCTA will need to develop a cash handling agreement with the retail outlets. Currently the Stateline Transit Center is not staffed. Prior to COVID, Lake Tahoe Visitors Authority (LTVA) maintained an office here. It is possible that after a COVID vaccine is available, LTVA staff will return to this office and be able to assist with ticket selling. It will also need to be determined if the driver can accept cash for rides, as long as exact change is provided. TTD does not wish to handle cash at the South Y Transit Center either.
- Reservation System – In the event that demand for service exceeds vehicle capacity, particularly during COVID times, EDCTA could consider developing a reservation system. YARTS is a good example of an intercity bus service with a reservation system.
- **Insurance** – Another consideration is vehicle insurance. EDCTA will need to determine if the Tahoe Service will increase insurance premiums.
- **Marketing** – Marketing will be crucial to the success of the service and could increase the benefit of the service to El Dorado County residents. A separate marketing budget should be allocated for the Tahoe Service with a greater amount of money available during the first few years of service, on the order of \$10,000 in Year 1. In addition to EDCTA's normal marketing channels, marketing should be expanded to the greater Sacramento region. Per the MOU, EDCTA and CCJPA will cooperate to develop a marketing program but each party is responsible for funding their own marketing efforts and disseminating information through their respective marketing channels.

Coordination with Tahoe Transportation District

Tahoe Transportation District (TTD) operates the public transit service in South Shore, including Route 50 and 55 along the US 50 corridor in South Lake Tahoe. Route 50 travels along US 50 between the South Y Transit Center and the Stateline Transit Center with a small detour to Lake Tahoe Community College. Frequency ranges from hourly to every 20 minutes. Route 55 operates on hourly headways, mostly on US 50, between the South Y Transit Center and the Kingsbury Transit Center with stops at Lake Tahoe Community College and the Stateline Transit Center. This route serves more of the neighborhoods in South Lake Tahoe. TTD staff were contacted for both operational advice and opportunities to coordinate.

TTD supports EDCTA operating the Tahoe Service but is unable to provide any financial assistance. TTD may be able to provide minor maintenance assistance such as fluid top off within the TTD service area. TTD staff suggested that EDCTA drivers be equipped with the ability

to purchase small parts at a local auto shop if required, as TTD may not have the exact part or sufficient supply. Any maintenance assistance would need to be defined in an agreement between TTD and EDCTA. TTD staff are no longer handling cash; therefore, EDCTA would need to look to other retail outlets for assisting with ticket sales.

The Stateline Transit Center is owned by the City of South Lake Tahoe and therefore, EDCTA will need to obtain a right of entry agreement from the City which designates which bay EDCTA can park in to load/unload passengers. Drivers should carry a copy of the agreement with them in case unauthorized users are present. TTD staff cautioned EDCTA that the Stateline Transit Center can be a hectic location because it is not actively managed. In addition to TTD buses, there are Heavenly Ski Resort vehicles and Transportation Network Company (TNC) vehicles. One bay is reserved for use by a private penthouse and the commercial loading zone is used for snow storage.

Recommendation

The following summarizes the pros and cons of providing service to South Lake Tahoe:

Benefits

- Service to South Lake Tahoe has long been a request of El Dorado County residents in both the east and west sides of the county. The MOU with CCJPA provides EDCTA with an opportunity to share the cost of the service with other regional transportation partners while meeting transit needs requests. It also provides an opportunity to gauge the level of potential ridership and benefit to El Dorado County residents.
- Providing alternative transportation to a popular resort area is in line with state climate change goals.
- Historical ridership has shown that there is the potential for this service to operate with no operating subsidy required.

Disadvantages

- Operational challenges discussed such as weather and traffic impacts will disrupt service on occasion and add to administrative staff time.
- Some EDCTA staff time will be required upfront of the project to determine the best ticketing methods and market the service.
- Unfortunately, COVID-19 has significantly reduced ridership on all public transit including the existing Tahoe Service. Therefore, it is estimated that the service will require an annual operating subsidy of around \$58,455 for the second half of FY 20-21

(assuming service begins halfway through the fiscal year on January 1, 2021) and \$74,805 for the entire FY 2021-22. Assuming a rebound in ridership after a vaccine is widely available, the need for a subsidy could be eliminated.

- There is a large degree of uncertainty in forecasting public transit ridership at this time. In reality, nobody knows if and when public transit will return to pre-COVID levels.

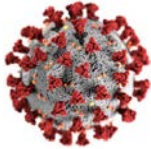
During its first year of operation, the Tahoe Service will require a significant operating subsidy. Year 1 EDCTA's operating subsidy share for the Tahoe Service is less than 1 percent of the FY 20-21 operating budget. After three full years, this service is likely to pay for itself. It is also possible that a part of the Tahoe Service could be subsidized with grants such as Federal Transit Administration (FTA) 5311(f) Rural Transit and Intercity Bus or a California Low Carbon Transit Operations Program (LCTOP). If additional CARES Act funding is available, subsidizing the Tahoe service could be a good use of these funds. The MOU with CCJPA is a good opportunity to address a long-time transit need in El Dorado County with reduced financial responsibility. Data shows that the service has the potential to not be a strain on EDCTA's operating budget. However, there is little data available and future ridership trends are unknown. Therefore, it will be important to reevaluate the feasibility of the Tahoe Service each year, and to communicate to the public that this is a demonstration service that may only remain with sufficient ridership.

Overall, it is LSC's recommendation to enter into the MOU to provide service between the Sacramento Valley Station and South Lake Tahoe as a demonstration project. If ridership does not meet full potential ridership as noted in Table 1 by Year 3, EDCTA should consider discontinuing the MOU.



Newsletter

October – December 2020
Volume 4 – Number 4



COVID – 19 Response

El Dorado Transit has continued to monitor COVID-19 since the initial outbreak and is continuing to follow recommendations by the Centers for Disease Control and Prevention (CDC), the California Department of Public Health (CDPH) and El Dorado County Health and Human Services.

To comply with the CDPH guidance on requiring face coverings or masks in public, El Dorado Transit requires that a mask or face covering be worn while waiting at bus stops and while traveling in any El Dorado Transit vehicle. El Dorado Transit will no longer be providing masks to passengers on the vehicle. Therefore passengers will need to bring a mask with them when using El Dorado Transit services. A limited supply of masks will be available at the El Dorado Transit Offices located at 6565 Commerce Way in Diamond Springs where passengers can request up to two (2) masks at a time.

To help address the potential spread of the Coronavirus and other diseases, we have taken the proactive measure to increase scheduled vehicle cleaning to include the nightly disinfection of buses as well as cleaning throughout the day. We will continue to monitor the situation and adapt or add to these efforts as recommended by the CDC, State of California or El Dorado County.

New Discounted Local Fixed Route Monthly Pass Rates

El Dorado Transit is excited to announce the new Local Fixed route monthly bus pass rates. Monthly passes will be offered at the following discounted rates until further notice:

- Monthly Local Pass - \$30.00
- Senior/Disabled/K-12 Monthly Local Pass - \$15.00
- Combo EDT Local and RT Pass - \$100.00
- Senior/Disabled/K-12 Combo EDT Local/RT Pass - \$65.00



A new Connect Card cash purse daily max will be available on all local fixed routes. Passengers who use their Connect Card cash purse to board the bus will not pay more than the amounts listed below on any given day. Passengers who reach their daily max must still tap their card when boarding but will not be charged after the maximum amount is reached.

- General Connect Card Daily Max - \$4.50
- Senior/Disabled/K-12 Connect Card Daily Max - \$2.25



Sales Outlet Closure

Beginning Sunday, November 1, 2020 the Bel Air in Cameron Park will no longer be a pass sales outlet. Passengers can purchase passes at the following sales locations:

- El Dorado Transit Office
- CA Welcome Center/ El Dorado Hills Chamber
- Placerville Senior Center (Discounted passes only)

Passengers can load a Connect Card in the following ways:

- Online at www.connecttransitcard.com
- In person at the El Dorado Transit Office
- By mail (with a pass and scrip order form)

Holiday Schedule October – December 2020

El Dorado Transit will be closed and will not operate on the following holidays:

- Wednesday, November 11.....Veteran’s Day
- Thursday, November 26.....Thanksgiving Day
- Friday, November 27.....Friday After Thanksgiving
- Thursday, December 24.....Christmas Eve
- Friday, December 25.....Christmas Day

Keep up with all the latest news and information from El Dorado Transit...

SIGN UP FOR RIDER ALERTS



NEW Buses Arriving

El Dorado Transit is excited to announce the upcoming arrival of four (4) brand new buses. These buses were purchased from Gillig with a grant from the Federal Transit Administration.



The new low-floor Gilligs, which allow seating for up to 31 passengers and up to two (2) wheelchairs, will be used on the local fixed routes. Easy and efficient mobility device access is provided by a ramp which deploys from the front door.

